

PRICE, \$24 PER ANNUM

HONGKONG, FRIDAY, APRIL 16, 1880.

Shipping.

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.

 The Co.'s Steamship
"Laerdair,"
 Capt. WILKINS, will be
 dispatched on or about
 the 13th April.
 For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
 Hongkong, March 30, 1880.

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.

 The Co.'s Steamship
"Laertes,"
 Capt. R. F. SCALE, will
 be dispatched on or about
 21st instant.
 For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,


Boiling Vessels

FOR NEW YORK.
The A 1 American Ship
"Centennial,"
BEARDS, Master, will load
for the above Port, and
have quick despatch.
For Freight, apply to
VOGEL & C
Hongkong, April 8, 1880.


FOR NEW YORK.
The A 1 British Bark
"Palatine,"
MAYNARD, Master, will load
for the above Port, and
have quick despatch.
For Freight, apply to
VOGEL & C
Hongkong, April 8, 1880.

have quick despatch.

VOGEL & CO.
 -Hongkong, March 27, 1880.

FOR SAN FRANCISCO.
 The A 1 American Ship.
 "Wm. H. Barry."

 MARY, Master, will load
 or discharge cargo, and
 have quick despatch.

For Freight, apply to
 RUSSELL &
 -Hongkong, March 30, 1880.

FOR LONDON.
 The A 1 British Bark
 "Pers."

 SMITH, Master, will load
 or discharge cargo, and
 have quick despatch.

Notices to Consignees

COMPAGNIE DES MESSAGERIES MARITIMES.
S. S. ANADYR.
NOTICE.
CONSIGNMENTS of Cargo per Steamer *Ganges*, from London, in connection with the above Steamer, are informed that the said Goods are landed and stored at their risk at the company's Godowns, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded unless intimation is received from the consignee, before 10 A.M. To-day, saying it to be landed here.
Bills of Lading will be countersigned the Undersigned.
Goods remaining unclaimed after

Hongkong, April 18, 1880.

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following
are requested to send in their
Landing to the Undermanned for a
signature, and take immediate
action. This Cargo has been landed at
their risk and expense.
No Fire Insurance has been effected.

Ex Yangtze.

M/G No. 904, 925, Mr. A. d'Arques
Tobacco, from Marseilles.

Ex Orin.

B. B. (to spr.) 88/71, 8, 6, 4
218 Goods, from
A. 1/4, Mr. A. d'Arques, 4, 4, 4

Hongkong, April 6, 1880.

SAILORS' HOME.
ANY Cast-off CLOTHING, BOOKS, PAPERS will be thankfully
 at the Sailor's Home, West Point.
 Hongkong, July 25, 1878.

The manifesto or letter of Lord Bea-

t subscribers. We have six British men
war at present in the harbour. We are
e that from these there might be formed
capital amateur dramatic corps or a

troupe of Christy's who could raise a considerable sum to be sent home for the benefit of the distressed. The Army and Navy combined, a grand treat might be arranged worthy of the City Hall (which the Committee might be prevailed upon to grant at a nominal price, considering the charitable nature of the entertainment) and worthy also of a large attendance of the public.

On a subject on which the papers to hand by this mail throw some light is the probable date by which the elections will be concluded. Parliament, as we know, was dissolved on the 24th by Royal proclamation, in which it was announced that orders have been given for the issue of writs. These writs are returnable in thirty-five days after the date of proclamation. The writs, we have since learned by telegraph, were issued the same day. They would thus be in the hands of the returning officers by the 25th or 26th inst. The Parliamentary Elections Act requires that in counties and district boroughs notice shall be given of the day of election within two days after the receipt of the writ, and if the seat be contested, the poll must be taken at an interval of not less than two nor more than six clear days after that fixed for the election. In boroughs not being district boroughs, the returning officer must give notice of the election on the day after the writ arrives; and must fix it for not later than the fourth day after receipt of the writ, the poll being taken not more than three clear days after the day appointed for the election. Assuming, therefore, that the majority of the writs will reach the respective returning officers by the 25th, the borough elections in these cases must have been appointed at the latest for the 31st, as the 26th, being Good Friday, is a *die non*. The earliest possible day on which a poll could be taken was Easter Monday, the 29th, and as we had on April 2nd 29th elected, it is reasonable to believe that either there must have been a good many uncontested elections or the election work must have been fast and furious. It is amusing at this distance of time to read the various forecasts. We read:—

Approximate results of the election are being tabulated by both parties. The Ministerialists believe that they will again come back with a fair working majority, with little or no diminution in their forces. The Liberals are equally sanguine, and reckon upon winning at least thirty seats in England, Wales, and Scotland.

The London correspondent of the *Ceylon Observer*, who spins a good many yarns with very little foundation of fact in them, has the following paragraph respecting mail services with the East:—

The postal authorities, it is said, are desirous of bringing the Ceylon and Indian mail services into the same condition of exact punctuality as characterizes the ordinary postal deliveries, and they have therefore issued instructions to the P. and O. Company and other mail carrying companies that for the future their boats are only to enter harbour upon the day appointed. In no case are they, except under most exceptional circumstances, to make earlier arrivals. This order has been given, I am informed, in order that the day of delivery in London may always be upon a Wednesday, so as to eliminate the quantity of uncertainty as to the day upon which recipients may expect their Indian letters. I cannot vouch for the correctness of this information, but I believe it to be the case. This resolution has been come to and then given. It will doubtless be satisfactory to most home residents, but I can understand how passengers from the East will chafe, if when within sight of the long-desired port of arrival, the vessel conveying them has to stand off until the day by her contract time. It might well be, however, that in such cases passengers would be landed, but the mails not be despatched until the orthodox hour.

We fancy that under the new contract there probably will not be much time to "stand off and on" at any port. Probably the sum and substance of this valuable item in our contemporary's columns is that the commanders have been instructed to aim at punctuality rather than at crack passages. Startling runs are, in the long run, a nuisance; punctuality all round is far better. Hence probably a general order "Don't get in before your time," but nobody would take this to apply to hours. The idiosyncrasy of the suggestion that on landing passengers the mails be kept back could scarcely be exceeded.

Waiting on the 2nd instant, the *Strait Times*, remarking on the thirteenth anniversary of the transfer of these settlements from the Indian Government to Colonial rule, says:—

The Colony has progressed in its trade and revenue beyond all expectation and the fact is attested by the Colonial Office that the Colony would not be self-supporting but prove a burden to the mother country has turned out to be entirely without foundation. To show this, we set side by side the revenue and expenditure for the years 1868 and 1879:—

	1868.	1879.
Revenue.....	\$1,301,438	\$1,822,426
Expenditure.....	\$1,197,177	\$1,890,895

And as to the trade of the Colony the value of the imports and exports has been nearly doubled according to the official returns in the *Blue Book*, having advanced during the thirteen years from round numbers, fifteen to nearly thirty millions sterling.

Referring to the hanging of the Governor, our contemporary thus describes the scene:—

The Colony was most unkindly in its first Governor under the Colonial regime, in the person of Sir Harry Ord, a clever man, but whose arrogant conduct and self-will set the whole community against him from the day he landed till he left, unregretted after seven long years of a rule which was a continuous wrangle between him and the community and to himself.

The British steamer *Banca*, arrived at Singapore April 16th, reports having picked up, off Looeapa Islands, and towed to shore the steamer brig *St. John*, the Captain of which had committed suicide.

The prisoner *Bachoo*, who was convicted at Shanghai two years ago and sentenced to two years' imprisonment for stabbing the mate of the brig *Maid Marion* at Pagoda Anchorage, on 20th January, 1878, was deported in the *Lombardy* on the 12th by order of the Supreme Court.

The overland journey from China to Rangoon, the Blue has again been accomplished; this time by two Austrian travellers, M. Loez and Lieutenant Krieger, of the Austrian army. These gentlemen started from Shanghai and have arrived at Rangoon. A third member of the party is in the neighbourhood of Bhamo, having stayed there to get a little shooting. The travellers had passports and letters from Peking, and were able, it is said, to perform the journey in comfort.

Mr. Frederick Harrison, in a recent number of the *Fortnightly*, urges that the names of Confucius, Buddha, Mahomed, Zoroaster, of the "Theosophy of Tibet," and of other sacred heresies, should be read round Christian altars. "Then, and not till then, can the Christian religion pretend to the name of Catholic." But, suggests a contemporary, "the names of some of the theosophists of Tibet—Dro Dun Grub Pa, and Nag Bang Lobang Jamtor, for instance—would sound strange to alien ears, especially if said or sung in churches."

H. M. THORNTON, Tyne, Commander John E. Stokes, from Hongkong and Singapore, with Naval and Military (27th and 3rd Regts. R.A. etc.) time-expired men, invalids and prisoners for England, arrived at Trincomalee, 14th ultimo, left on the 17th after calling and taking in about 250 tons of coals, and commenced Naval and Ordnance Stores. The Tyne takes away one sergeant, one corporal, and forty men, (two women and three children), time-expired, for transfer to army reserve, invalids, and prisoners, 102nd B. M. F., and twelve men of the Royal Artillery, who expire the day they take home between two and three hundred tons of stores.

A LETTER published in the local *Times* possible day on which a poll could be taken was Easter Monday, the 29th, and as we had on April 2nd 29th elected, it is reasonable to believe that either there must have been a good many uncontested elections or the election work must have been fast and furious. It is amusing at this distance of time to read the various forecasts. We read:—

Approximate results of the election are being tabulated by both parties. The Ministerialists believe that they will again come back with a fair working majority, with little or no diminution in their forces. The Liberals are equally sanguine, and reckon upon winning at least thirty seats in England, Wales, and Scotland.

The London correspondent of the *Ceylon Observer*, who spins a good many yarns with very little foundation of fact in them, has the following paragraph respecting mail services with the East:—

The postal authorities, it is said, are desirous of bringing the Ceylon and Indian mail services into the same condition of exact punctuality as characterizes the ordinary postal deliveries, and they have therefore issued instructions to the P. and O. Company and other mail carrying companies that for the future their boats are only to enter harbour upon the day appointed. In no case are they, except under most exceptional circumstances, to make earlier arrivals. This order has been given, I am informed, in order that the day of delivery in London may always be upon a Wednesday, so as to eliminate the quantity of uncertainty as to the day upon which recipients may expect their Indian letters. I cannot vouch for the correctness of this information, but I believe it to be the case. This resolution has been come to and then given. It will doubtless be satisfactory to most home residents, but I can understand how passengers from the East will chafe, if when within sight of the long-desired port of arrival, the vessel conveying them has to stand off until the day by her contract time. It might well be, however, that in such cases passengers would be landed, but the mails not be despatched until the orthodox hour.

We fancy that under the new contract there probably will not be much time to "stand off and on" at any port. Probably the sum and substance of this valuable item in our contemporary's columns is that the commanders have been instructed to aim at punctuality rather than at crack passages. Startling runs are, in the long run, a nuisance; punctuality all round is far better. Hence probably a general order "Don't get in before your time," but nobody would take this to apply to hours. The idiosyncrasy of the suggestion that on landing passengers the mails be kept back could scarcely be exceeded.

Waiting on the 2nd instant, the *Strait Times*, remarking on the thirteenth anniversary of the transfer of these settlements from the Indian Government to Colonial rule, says:—

The Colony has progressed in its trade and revenue beyond all expectation and the fact is attested by the Colonial Office that the Colony would not be self-supporting but prove a burden to the mother country has turned out to be entirely without foundation. To show this, we set side by side the revenue and expenditure for the years 1868 and 1879:—

	1868.	1879.
Revenue.....	\$1,301,438	\$1,822,426
Expenditure.....	\$1,197,177	\$1,890,895

And as to the trade of the Colony the value of the imports and exports has been nearly doubled according to the official returns in the *Blue Book*, having advanced during the thirteen years from round numbers, fifteen to nearly thirty millions sterling.

Referring to the hanging of the Governor, our contemporary thus describes the scene:—

The Colony was most unkindly in its first Governor under the Colonial regime, in the person of Sir Harry Ord, a clever man, but whose arrogant conduct and self-will set the whole community against him from the day he landed till he left, unregretted after seven long years of a rule which was a continuous wrangle between him and the community and to himself.

Syed Abdul Hak, Police Commissioner to His Highness the Nizam at his own personal risk, was committed to-day by Major Dobra and the Coochiburg Commissioner. Syed Abdul Hak has been sentenced to seven years' rigorous imprisonment, and two others to eighteen months and one year, respectively. The Patel and Patwar were fined. The rest have been acquitted for want of evidence. The prosecution was ably conducted by Major Daniel and Syed Abdul Hak. The prisoners were defended by Counsel.

Bimby, March 24.—The Bombay promoters of the Eastern Memorial Fund transmit to-day a first instalment of Rs. 2,600 towards the expense of his election.

Police Intelligence.
(Before C. F. V. O'Connell, Esq.)
Friday, April 16.

THOMAS BROWN, a seaman on board the British steamer *Nizam*, was charged with being drunk and disorderly in the public streets yesterday evening. Defendant admitted being drunk but did not recollect anything about it. Fined \$2, in default of payment, seven days' imprisonment with hard labour.

Richard Williams, a seaman unemployed, also admitted being drunk and incapable in the public streets last night. He was fined half a dollar, in default, six hours' imprisonment with hard labour. Two Chinese were also charged with being drunk and creating a disturbance. One man was fined half a dollar, in default, one day's imprisonment; the other, whose case was more aggravated, was fined \$1, in default two days' imprisonment, and was further ordered to pay half a dollar towards the cost of a medical examination, in default, one day's further imprisonment.

NO LIGHT OR FANS.
Ng Ashui, a coolie, was charged with being in the Battery Road between 10 and 11 o'clock last night without either a light or a fan.

Defendant admitted the charge and said he was living in an opium house, but he did not care to go to the hospital but would like to be sent to his native place, San Yu.

Defendant was discharged and his passage to San Yu ordered to be defrayed from the poor box.

ABANDONING IN THE HARBOUR.
Sun Agay Sun Abop, Sun Akai, and Sun Akai, boatmen, were charged with committing an assault on one Shik Sam Pang, another boatman, on the afternoon of the 14th instant.

The complainant said he is the owner of a passenger boat plying in this harbour. On the afternoon in question he was returning from the Police station, and was on his way to the Police station. On the way a boat belonging to one Sun To Mui collided with his boat and some angry words passed between them. The four defendants were in Sun To Mui's boat and they beat him severely with bamboo so long as the two boats remained within reach. He had nothing in his hands but the oar he had been rowing with. He was struck on the head with a bamboo and got his eye cut. They also struck his assistant and knocked out one of his teeth.

Shik Sam, a boatman employed by complainant, corroborated last witness's statement; as did also Shik Sam. The first defendant denied having beaten complainant and said that the injuries he had received were the result of a fall. There were a number of boats round the steamer.

Second defendant said he knew nothing of the matter; he was on the Praya at the time of the occurrence and not in the boat. Third defendant said he did not beat any one. He saw complainant fall and cut his head.

Fourth defendant said there was a fight near the steamer, and he was struck on the head. Inspector Matheson, said that about 8 o'clock on the evening of the 14th, complainant came to the Police station and reported having been assaulted by the four defendants. He had a cut under the eye and the other man had a tooth knocked out. The four defendants were each fined the sum of \$5, in default of payment fourteen days' imprisonment with hard labour, and were ordered to enter into their personal recognisance in \$20 to be of good behaviour for 12 months.

REBURY AT JAU-MAT.

Sham Amui, and Chan Aai, both unemployed, were charged with burglaries on entering house No. 133, Jau-mat-lai, on the 13th instant, and stealing therefrom about twenty pieces of clothing of the value of \$40.

Both prisoners are old offenders and have been in gaol before.

At the request of Inspector Cameron the case was remanded till Monday next, to enable him to bring witnesses here to support the charge.

HOUSE BREAKING AT TY-TAM.

Ip Akwai, and Tang Ahi, two coolies, were charged with breaking into a hut at Ty-Tam on the 16th instant and stealing therefrom one hat and a quantity of rice and fish valued at 70 cents.

P. O. Thomas Duncan, said he was on patrol near the village of Stanley about midnight last night. He was accompanied by a dog who began to bark, and on witness making an examination of the place where the dog was barking he saw two men trying to conceal themselves in a stack of hay. Two baskets with the hat, rice and fish were on the ground beside them. They said the things belonged to them and they were going to stay there for the night. The coolies however, arrested them and next morning a woman came to the station and identified the property as hers.

Ip Chong Kio, a married woman, said she lived at Ty Tam. The things produced are her property, and she saw them safely deposited in a cookhouse by the side of her house yesterday evening at 7 o'clock. The door was fastened with a padlock, but it can be opened without a key, about 9 o'clock this morning she found the cookhouse door had been broken open and several things missing. She then went to the station to make a report and there she identified her missing property.

First defendant said he had been to Ty Tam looking for his friend. He saw second defendant there. He had nothing to do with the things.

Second defendant said that he stole the things. He could not get work and had no money. First defendant admitted a previous conviction in January last for larceny, and the second defendant one in November last of house-breaking. First defendant was sentenced to six months' imprisonment with hard labour, and to be publicly exposed in the stocks for six hours. Second defendant was sentenced to six weeks' imprisonment with hard labour.

THE ROBBERY ON BOARD THE S.S. "YOT SAL."

COMMUNAL OF THE PRISONERS FOR TRIAL.

This case, in which Fan Awing and An Ayan are charged with being concerned in the robbery of \$1038.50 from the steamer ship *Yot Sal* on the 23rd ult., was again before the Court to-day.

Li Awing, the manager of a money changer's shop in Macao, said his firm sends money to their agents in Hongkong to be changed into notes several times every month. They have never sent less than \$1000 at a time, sometimes as much as \$4000. On the 23rd ultimo he weighed out 2000 taels of chopped dollars and saw each dollar marked with the character "Chin," the mark of the firm. The dollars were weighed out by his own hand, and he said them properly packed, the box locked and covered with paper before it went away. It was taken on board the steamer at 9 a.m. The paper was not torn, on its way, when it left his hands. On being taken on board the box was lowered into the hold by means of tackle, and the first prisoner, who was there for the purpose, received it.

Tam Ki Wan, the Hongkong Agent, proved receiving 20 letters on the 23rd March last, one through the post containing the key of the box, the other from the co-prisoners of the ship. Both letters advised him that 2,000 Tls. had been consigned to his firm by the *Yot Sal*. No disproof about the contents of any of the boxes and occurred between the two firms. When the money on this occasion was counted it was found to be deficient by 747 Tls. and 7 mao.

The prisoners reserved their defence and were both committed for trial at the Criminal Sessions of the Supreme Court.

Marine Court.

(Before Capt. H. G. Thomsett, R.N., the Harbour Master, &c.)
Friday, April 16.

STEALING SHIP STORES.

Cheung Atsal, a baker on board the British steamer *Alonso*, was charged with stealing ship stores from the said ship while lying in the harbour of Victoria on the 15th instant.

Klim Persino, a quarter master on board, said that yesterday he was on watch between 4 and 8 p.m. He saw defendant come to the galley with a bag in his hand. He refused to open it when told to do so. The bag was taken from him and it was found to contain 3 balls of soap. Inside a pair of Chinese trousers there was 20 lbs. of flour, and about 8 lbs. of dripping.

W. A. Seaton, the master of the *Malacca*, said he ordered the bag to be searched and in it were found the articles enumerated by last witness.

Morris E. Gregory, the Chief Steward, identified the several articles as belonging to the *Alonso*.

Defendant said the flour was his own and the other things belonged to a friend of his in Yokohama, who gave them to him as samples of things to buy here.

Sentence.—Twelve weeks' imprisonment with hard labour.

EMIGRATION FROM CANTON.

THE "PERUVIA" FIASCO.

Commissioner Cartwright, in his report on the trade of Canton for the year 1878, thus speaks of the Peruvian emigration scheme that proved so signal a failure at the provincial city during that year:—

While the Australian colonies are following the example of California in demanding the restrictive measures by which the immigration of Chinese, the attention of the Chinese authorities of this province was occupied during the months of May and June by an attempt to re-open the emigration of Chinese labourers to Peru, formerly carried on from Macao. Some time in 1877, an American firm, Messrs Olyphant & Co., had entered into a contract with the Peruvian Government to run a line of large steamers between Peru and China for the conveyance of mails, passengers and cargo. The object of the Peruvian Government in establishing this new line was to afford facilities for the importation of Chinese labour into Peru, where it was urgently needed to develop the agricultural resources of the country, and more particularly for the cultivation of the sugar fields. Messrs Olyphant & Co.'s contract was to cover a period of five years, during which they were to receive an annual subsidy of \$160,000 and certain concessions in connection with the sale of what are known as "Nitrites." In return, their steamers were to make 23 trips a year between China and Peru, calling at the Sandwich Islands, where Chinese labourers are also required, en route, and importing not less than 500 Chinese labourers each trip. It was originally intended that the steamers should depart from the British colony of Hongkong, and the first steamer of the new line arrived there on the 24th November 1877. She belonged formerly to the P. & O. Company, and was entered as the British steamer *Venezia* from London, but on the 15th December her flag and name were changed, and she became the Belgian steamer *Peruvia* of Antwerp. Application was made in due course to the Hongkong Government for permission to embark Chinese passengers by the company's steamers for Peru and the Sandwich Islands, and it was asked that the same facilities might be extended to them as were allowed to the American mail steamers in the shipment of Chinese passengers to San Francisco. This, however, was refused by the Hongkong Government, and acting under stringent orders from home, Messrs Olyphant & Co. were notified that not only would no Chinese passengers be allowed to embark in the *Peruvia* for the Sandwich Islands or Peru, but that they would be required to give a bond that the fitting wharves were being put up in the *Peruvia* should not be used for the conveyance of passengers to Peru from any port in China. This settled the question as far as Hongkong was concerned, and the *Peruvia* left on her first trip for Callao without passengers. Shortly afterwards an English vessel, the *Charter Oak*, was refused permission to embark passengers from Hongkong for Honolulu.

It was then decided by the agents that on the return voyage the *Peruvia* should come to Canton to embark her passengers,

and accordingly, early in the year, the U. S. Consul informed the Governor General of the two Kwang of the establishment of the new line between Canton and Callao, stating that the steamers would take passengers and cargo like any other steamers, and that on their return voyage to China they would bring back at the expense of the Peruvian Government any Chinese who were entitled to repatriation under the terms of the Peruvian Treaty. This passenger emigration was to be carried on in conformity with the stipulations of that Treaty, the 6th Article of which reads as follows in the English version:—"The Republic of Peru and the Empire of China cordially recognize the inherent and inalienable right of man to change his home. Their citizens and subjects respectively may consequently go freely from one country to the other for the purpose of curiosity, trade, labour, or as permanent residents. The high contracting parties therefore agree that the citizens and subjects of both countries shall only emigrate with their free and voluntary consent, and join in repatriating any other than a free and voluntary emigrant for the said purposes, and every act of violence or fraud that may be employed in Macao or the ports of China to carry away Chinese subjects." The Chinese version says that "methods for collecting emigrants of whatever kind are not allowed." At the Consul's request, the District Magistrate was directed to prepare a proclamation in this sense. Special prominence was given to that part of the scheme which secured the return of Chinese from Peru, and it was added that, as passengers would doubtless embark in these steamers for Peru on the return voyage, special precautions were to be taken to guard against their being induced to go on board by fraudulent means. Two officers were deputed by the Governor General to see that these provisions were carried out.

The *Peruvia* arrived at Whampoa, the port of Canton, situated on the river twelve miles below the city, on the 4th May, on her return from Peru. About the same time, Messrs Olyphant & Co. opened two agencies in the suburbs of the city, under Chinese names, where intending passengers for Peru were to be lodged and fed until the time came for the steamer to sail. The Chinese authorities were not informed of the opening of these houses, and when it was found that a lot of destitute people were being collected together by Chinese brokers and brought there, the suspicions of the neighbourhood were excited, and numerous petitions on the subject were presented to the Governor General. As the opening of these houses without the sanction of the local authorities was clearly illegal, and as all practices connected with the employment of agents were placed under very stringent regulations by the Emigration Rules of 1866, the Governor General at once ordered that the agencies should be closed, and that all Chinese found therein should be arrested and examined. This was done on the 10th May. It was elicited at the examination that the agents employed were to receive so much per head for each coolie brought in; that the coolies were to be provided with lodging and food until they were embarked; that they were each to receive a bag of clothes; and finally were to be provided with passages to Peru. The whole of these advantages estimated at \$90 (\$80 of which represented the passage money) were to be refunded by the emigrant to Messrs Olyphant & Co. out of his earnings in Peru. The passage ticket was a very elaborate document drawn up in English and Chinese, contained an acknowledgment by Messrs Olyphant & Co. that the passage money had been received, and a certificate signed and sealed by a notary public, that the amount had been paid. The cost of this formality formed part of the obligation undertaken by the emigrant for future liquidation.

These facts being ascertained, it could no longer be doubted that these coolies were not *bona fide* passengers, wishing to take advantage of the establishment of a line of mail steamers to proceed to Peru in an ordinary way. It was evident that Messrs Olyphant & Co. were engaged in a scheme of coolie emigration, which in China is very wisely placed under very stringent regulations, and which, besides, as agents of the Peruvian Government, they had no right to embark in, as Peru had expressly agreed in the Treaty recently concluded to give up such emigration for the future. So when an application was made by Messrs Olyphant & Co. on the 24th May to ship 1,050 stevedores, or dock passengers, by the *Peruvia*, the Governor General required that each passenger should appear before a Commission, sitting at the Custom House, to be examined as to his willingness to go abroad, and as to whether or not he had paid his own passage. The prepayment of passage money, which was the crucial test applied to determine that the people about to embark were *bona fide* passengers and not coolie emigrants, was one of the stipulations included in the Emigration Rules of 1866, in which it is declared that "the Chinese Government throws no obstacle in the way of free emigration,—that is to say, to the departure of Chinese subjects of their own free will and at their own expense, for Foreign countries; but all attempts to bring Chinese under an engagement to emigrate, otherwise than as the present regulations provide, are formally forbidden." This stipulation as to the personal payment of passage money was insisted on in the Convention for the regulation of the Chinese Emigration to Cuba, concluded with Spain in November 1877, and ratified towards the close of the present year. Messrs Olyphant & Co. submitted under protest to the Governor General's demands, and accordingly on the 6th June, between 50 and 70 passengers were brought to the Custom House for examination. After the examination had proceeded for some time, and about 40 of those presented, whose answers were straightforward and connected, had been passed, seven of those still waiting came forward, threw down their passage tickets and declared that they were unwilling to go to Peru. They stated in answer to questions that they were destitute persons of various cottages

out of employment, that they had been met in the street by persons unknown to them and taken to one of Messrs Olyphant & Co.'s depots, where they had been given food and clothing. It was explained to them that they were required to go to Peru, where they would receive constant employment and good wages. They were told that Messrs Olyphant & Co. would pay their passages to Peru. Some understood that they would have to repay Messrs Olyphant & Co., others were not told so. They were also told at the agency that when they went before the Consul and Commissioner of Customs they must say that they had paid \$80 a-piece for their passage tickets, and if further questioned as to how they had procured the money, they were to reply that it had been given them by an uncle or father, or some relative.

When this incident was reported to the Governor General, he immediately decided that a more rigid examination must be applied than mere questioning to ascertain the *bona fides* of the intending passengers; and it was accordingly notified that passengers must produce the guarantee of a respectable shopkeeper, vouching for the truth of his statements before he would be allowed to embark. The 41 passengers who had been passed previous to the disaffection of the seven who threw down their tickets, were brought back and re-examined. Twenty-four of their number being unable to produce required guarantees were rejected and refused permission to re-embark. Finally 137 passengers in all, having produced securities satisfactorily to the Chinese Officials, were permitted to embark in the *Peruvia*. Of these, 118 took passage for the Sandwich Islands (Honolulu) and 19 for Peru. The U. S. Consul, who was supported at a critical period of the negotiations by the presence of an American sloop of war, summoned to Canton for the purpose, has protested, on behalf of Messrs Olyphant & Co., against the measures adopted by the Chinese authorities, and indemnity is claimed for all losses sustained. The matter has been referred to Peking, and the case is not yet settled. The *Peruvia*, after being detained some time by her agents at Whampoa, left for Honolulu and Callao on the 22nd July. Messrs Olyphant & Co.'s contract with the Peruvian Government has fallen through, the firm having been declared bankrupt.

The action of the Chinese authorities has been much blamed in certain quarters for interfering to prevent the prosecution of a scheme of emigration, which it was claimed would not only have been very advantageous to Peru, but would have greatly benefited the coolies that would have gone there; and it was argued that the high commercial standing of the American firm, and the recent Treaty engagements of the Peruvian Government, afforded a reasonable guarantee that the undertaking would be carried out in good faith, and that the labourers would be well treated. But it must be remembered, in justice to the Chinese authorities, that the scheme, as it developed at Canton, was found to be something essentially different from what they had been led to expect; that instead of their being simply required to sanction the emigration of Chinese passengers in a regularly established line of mail steamers to Peru, as in the case of the American mail steamers from San Francisco, they found on enquiry that the principal, if not the sole, object of the new company was to procure a supply of Chinese labourers for the Peruvian sugar plantations; that these labourers were being collected by Chinese agents, and lodged in houses opened without authority and in defiance of regulations; and that their passage money was to be advanced to them by Messrs Olyphant & Co., to be subsequently refunded out of their earnings in Peru. With these facts before them, guided by the very stringent regulations on the subject of emigration, and influenced, no doubt, by the recent action of the Hongkong Government and the strong opposition of the local gentry, they could hardly do otherwise than apply an effective test to ensure that *bona fide* passengers and no others should be allowed to embark.

As regards the present position and treatment of Chinese labourers in Peru, the following extracts from the report of Mr. St. John, British Secretary of Legation in Peru, for the year 1877, are interesting and instructive. Mr. St. John states that "the system of contract labour, as carried out in Peru, is as bad as it can well be. The Chinese were too often entrapped in their own country, or were criminals or leaguers, many of them totally unfitted for the work for which they were destined, and were crowded into sailing vessels, where vitiated air and inferior food carried off a large percentage. In too many ships it was the middle passage over again. Their contracts were for eight years, at \$4 per month. The proprietors who required labourers had to pay for each workman in cash about \$400 or \$75 for passage money and preliminary expenses, and then looked upon these men as their property, and often treated them as slaves, having the power to flog, put in irons, and otherwise punish these unfortunate creatures. Some proprietors, however, saw the advantage of well treating their men, and fed them properly, and these are now reaping the advantage in finding many remaining in their service after the expiration of their contracts and having fewer runaways." However, the general treatment of the labourers must be considered as having been very bad, and created a general feeling of disgust; that it had improved there can be no doubt, but the Chinese remain still practically unprotected, and can obtain no redress either from the excesses of the proprietors or the exactions of the petty police. At present, the price for contract labour is \$4 per month. The contract was intended to be for silver dollars, but now the Chinese are paid in paper, which is worth from 1s. 6d. to 2s. 6d. per dollar. An attempt was made to introduce Chinese coolies from San Francisco, but the wages offered were lower than those that can be earned in California, and no one has as yet taken advantage of the contract. With reference to the contract with Messrs Olyphant & Co., Mr.

St. John remarks that, "as under this system the coolies will have to enter into contracts to pay off passage money and other expenses, it would probably lead to a return of the old abuses."

Towards the close of the year, the Convention concluded with Spain for regulating the emigration to Cuba was ratified at Peking. By the 1st Article, Spain renounces the right of carrying on the old contract emigration, the stipulation in the old Treaty regarding it being expressly expunged, while the 4th article states that Chinese will be allowed to go to Cuba in future, provided they pay their own passages.

The emigration of Chinese labourers to the British colonies in the West Indies, which was carried on from Canton in former years, has recently been recommenced by a British firm in Hongkong, and a ship with coolie emigrants was despatched from that colony for British Guiana in January. It is understood that the emigrants were collected in the Sin-an district, and in the western parts of the Hweichow province. The Chinese authorities complain that these proceedings are irregular and in contravention of the Emigration Rules contained in the Convention of 1866, which, although not accepted by the British Government, are, nevertheless, binding on all Chinese subjects in China.

Quotations.

HONGKONG, April 16.	
OPUM.—New Patin, cash, \$665	
" Old, cash,	621
" New Benares, cash,	621
" Old, cash,	621
" New Malwa, credit, 730	
" Old Malwa, credit, 840	

Exchange.	
Bank, Wire,	9/9
" Demand,	9/9
" 30 days' sight,	9/9
" 4 months' sight,	9/9
Credit, 4 months,	9/9
India, Wire,	22 1/2
" Demand,	22 1/2
Shanghai, demand,	7 1/2
" 30 days' sight,	7 1/2
Gold Loan, 90 fine,	27.40
Sovereigns,	5.30

Shares.

Hongkong Bank, 16 1/2 prem.	
Union Ins. Society of Canton, \$1,450, par share.	
China Traders' Ins. Co., \$1.45, per share.	
North China Ins. Co., Tls. 1.50, per share.	
Yangtze Ins. Assoc. Tls. 750, per share.	
Chinese Ins. Co., \$301, per share, seller.	
i. K. Fire Ins. Co., \$830, per share, sales.	
Ohina Fire ins. Co., \$226, per share, sales.	
H. K. & W. Doek Co., 6 1/2 prem.	
E. K. C. M. S.-boat Co., \$25 prem.	
Shanghai Steam Navigation, Tls. 5 per	
China Coast S. Nav. Co., Tls. 100 per	
Hongkong S. Nav. Co., \$75 per share.	
Hongkong H. M. S	

Mails.



MITSU BISHI MAIL STEAMSHIP COMPANY.
STEAM TO YOKOHAMA VIA KOBE AND INLAND SEA.

THE S. S. SUMIDA MARU, Captain HUBERT, due here on or about the 12th inst., will be despatched at above on SATURDAY, the 17th April, at Daylight.
Cargo received on board and Parcels at the Office up to 6 p.m. of 18th April.
No Bill of Lading signed under \$2 Freight.
All Claims must be settled on board before delivery is taken, otherwise they will not be recognized.

RATES OF PASSAGE.
To Kobe.....Cabin \$60. Storage \$15.
" Yokohama & Do. \$75. Do. \$20.
NAGASAKI.....
A Reduction is made on RETURN CABIN Passengers.

CARGO and PASSENGERS for Nagasaki will be transhipped to the Shanghai Mail Steamer at Kobe.
For further Particulars, apply at the Company's Office, No. 504, QUEEN'S ROAD CENTRAL.
Hongkong, April 3, 1880. ap17



STEAM FOR SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MED. TERRANEAN PORTS, SOUTH-AMPTON, AND LONDON, VIA BOMBAY, ALSO, BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship LOMBARDY, Captain P. B. HALL, will leave this on SATURDAY, the 17th April, at 5 p.m.
Tea and General Cargo for London will be conveyed via Bombay, and there transhipped, arriving at the latter port by direct route. Silk and Valuable will be transferred to the Calcutta steamer at Galle.

For further Particulars, apply to A. McIVER, Superintendent, Hongkong, April 8, 1880. ap17

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILLIA, PORT SAID, NAPLES, AND MARSEILLES; ALSO, PONDICHERRY, MADRAS, CALCUTTA AND ALL INDIAN PORTS.

ON SATURDAY, the 24th of April, 1880, at Noon, the Company's S. S. OXYGEN, Captain R. B. HALL, with MALES, PASSENGERS, SPECIES, and CARGO, will leave this Port for the above places.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted until Noon.
Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 23rd April, 1880. (Parcels are not to be sent on board; they must be left at the Agency's Office.)
Contents and value of Packages are required.
For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX, Agent.
Hongkong, April 15, 1880. ap24

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail S. S. CITY OF TOKYO will be despatched for San Francisco, via Yokohama, on SATURDAY, the 1st May, at 1 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama, and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.
Freight will be received on board until 2 p.m. on the 30th April. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to Passage and Freight, apply to the Agency of the Company, No. 9, Prince Central.
RUSSELL & Co., Agents.
Hongkong, April 10, 1880. ap1

Insurances.

YANGTZE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000
PERMANENT RESERVE.....Tls. 230,000
SPECIAL RESERVE FUND.....Tls. 200,370

TOTAL CAPITAL and AC-
CUMULATION, 26th April, 1879.....Tls. 856,370

Directors.

F. B. FORBES, Esq., Chairman.
M. W. BOYD, Esq., Wm. METERNA, Esq.,
O. LUCAS, Esq., S. D. WISE, Esq.

HEAD OFFICE—SHANGHAI.

Messrs RUSSELL & Co., Secretaries.

LONDON BRANCH.

Messrs BARING BROTHERS & Co., Bankers.

FULLARTON HENDERSON, Esq., Agent,
8, St. Michael's Alley, Cornhill, E.C.

POLICIES granted on Marine Risks to all parts of the World.
Subject to a charge of 12 1/2% for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS will be annually distributed among all Contributors of Business in proportion to the Premium paid by them.

RUSSELL & Co., Agents.

Hongkong, October 1, 1879. loc80

CHINESE INSURANCE COMPANY, (LIMITED).

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profit, are distributed annually to Contributors whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

J. BRADLEE SMITH, Secretary.

Hongkong, December 9, 1878.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Underwritten Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.

Hongkong, July 6, 1878.

ROYAL INSURANCE COMPANY.

THE Underwritten Agents for the above Company, are prepared to grant Insurances at current rates.

MELOERS & Co., Agents, Royal Insurance Company.

Hongkong, October 27, 1874.

QUEEN FIRE INSURANCE COMPANY.

THE Underwritten are prepared to grant Policies against FIRE to the extent of £45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co., Agents.

Hongkong, January 1, 1879.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER of His Majesty King George The First, A. D. 1720.

THE Underwritten having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A Discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—Two Millions Sterling.

THE Underwritten are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.
If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNOLD, KARRER & Co., Agents, Hongkong & Canton.

Hongkong, January 4, 1867.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENTS at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.
Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE, Secretary.

Hongkong, November 1, 1871.

Intimations.

THE CHINA REVIEW.

THE widely-expressed regret at the discontinuance of *Notes & Queries on China and Japan*, has induced the publishers of this Journal to issue a publication similar in object and style, but slightly modified in certain details.
The *China Review*, or *Notes and Queries on the Far East*, is issued at intervals of two months, each number containing about 60 octavo pages, occasionally illustrated with lithographs, photographs, woodcuts, &c., should the papers published demand, and the circulation justify, such extra matter.

The subscription is fixed at \$6.50 postage paid, per annum, payable by non-residents in Hongkong half-yearly in advance.
The publication includes papers original and selected upon the Arts and Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Manners and Customs, Natural History, Religion, &c., &c., of China, Japan, Mongolia, Tibet, the Eastern Archipelago and the "Far East" generally. A more detailed list of subjects upon which contributions are especially invited is incorporated with each number.

Original contributions in Chinese, Latin, French, German, Spanish, Italian or Portuguese, are admissible. Endeavours are made to present a résumé in each number of the contents of the most recent works bearing on Chinese matters. Great attention is also paid to the Review department.

Notes and Replies are classified together as "Notes" (head references being given, when furnished, to previous Notes or Queries), as are also those queries which though asking for information, furnish new unpublished facts concerning the matter in hand. It is desirable to make the Queries proper as brief and as much to the point as possible.

The *China Review* for July and August, 1879, is at hand. It says that forty-two years were sent in from Hongkong, where it has been set on foot as in some respects a continuation of *Notes and Queries on China and Japan*, the extinction of which useful serial a year or two ago has been much regretted in Europe as well as in China. The present publication, judged by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, somewhat similar to that which has been filled in India by the *Calcutta Review*. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable, and containing a mass of material may fairly be looked for from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are generally represented in the first number of the *Review* by papers highly creditable to their respective authors.

In a paper on Dr. Legge's *Shi King*, by the Rev. E. J. Eitel, to which the place of honour is deservedly given, an excellent summary is presented of the chronological problems and antiquities involved in connection with this important work. Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese post-stateman of the eleventh century, Su Tung-p'o, by Mr. E. C. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Besides notices of new books relating to China and the East, which will be a useful feature of the *Review*, if carried out with punctuality and detail, we are glad to notice that "Notes" and "Queries" are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in its field, and that the *China Review* may receive the support necessary to insure its continuance. The publication is intended to appear every two months, and will form a substantial octavo magazine.

THE CHINESE MAIL.

This paper is now issued every day. The subscription is fixed at Four Dollars per annum delivered in Hongkong, or Seven Dollars Fifty Cents including postage to Coast ports.

It is the first Chinese Newspaper ever sent under purely native direction. The chief support of the paper is derived from the native community, amongst whom also are to be found the guarantors and securities necessary to place it on a business and logical footing.

The projectors, basing their estimates upon the most reliable information from the various Ports in China and Japan, from Australia, California, Singapore, Penang, Saigon, and other places frequented by the Chinese, consider themselves justified in guaranteeing an ultimate circulation of between 3,000 and 4,000 copies. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

The field open to a paper of this description—conducted by native efforts, but progressive and anti-obstructive in tone—in almost limitless. It is on the one hand commends Chinese belief and interest while on the other it every day shows that can be given to it by foreigners. Like English journals it contains Editorialials, Local, Shipping, and Commercial News and Advertisements.

Subscription orders for either of the above may be sent to

GEO. MURRAY BAIN, China Mail Office.

NOW READY.

FENG-SHUI, or THE REMAINS OF NARRATIVE SOJOURN IN CHINA, BY DR. E. J. EITEL. One Volume. 8vo. Price, \$1.50.

BUDDHISM, ITS HISTORY, THEORY AND PRACTICE, IN THREE LECTURES, BY DR. E. J. EITEL. Second Edition. One Volume. 8vo. Price, \$1.50.

Orders will be received by Messrs LANE, Crawford & Co.

Hongkong, July 31, 1879.

Visitors' Column.

We have instituted as an experiment a VISITORS' COLUMN, which we trust will prove successful, and be found useful. To it will be relegated from time to time such items of information, lists, tables and other intelligence as is considered likely to prove valuable to persons passing through the City, and in connection with we have opened a SELECT HOTEL AND BUSINESS DIRECTORY, applications for enrolment into which we are now ready to receive.

List of Public Buildings.

Government House, North of Public Gardens.
City Hall, Library (8,000 volumes) and Museum.—Free.
Public Gardens, a beautifully picturesque retreat and of great interest.
The Clock Tower, Queen's Road Central, in a line with Pedder's Wharf.
General Post Office, Hongkong Club, German Club, Supreme Court, &c., within a stone's-throw.
Lusitano Club and Library, Shelley St.
Government Offices, the Secretariat, &c., near the Public Gardens.
St. John's Cathedral (Anglican), above the Parade Ground.
Roman Catholic Cathedral, Wellington Street.
Union Church, Elgin Street.
St. Peter's Seamen's Church, West Point.
St. Joseph's (R.C.) Church, Garden Road, near Kennedy Road.
Temperance Hall, specially adapted for non-faring men (Queen's Road East).
Sailors' Home, West Point.
E. E. A. and China Telegraph Co., and the Great Northern Telegraph Co., Marine House, Queen's Road.
Masonic Hall, Zealand Street.
Victoria Recreation Club—Bath-house and Boat-house, &c.—Praya, beyond the Cricket Ground, beside the City Hall.
The Barracks and Naval and Military Store Departments lie to the eastward, and cover a large area.

Hotels.

Stag Hotel, good accommodation for visitors at moderate rates. 110, Queen's Road Central.—J. COOK, Proprietor.
Hongkong Hotel, the largest and most commodious, at the corner N. E. of the Clock Tower.—DORADJEE AND HING-KEE, Lessees.

Stores, Books, &c.

General Outfitter, Hosiery, Tailor, &c.—T. N. DRISCOLL, 45 and 47, Queen's Road, by special appointment to H. E. the Governor.
Chronometers, Watches, Jewellery, Maps and Charts.—G. FALCONER & Co., Queen's Road Central.
Travelling Requisites of all kinds, Books, &c.—LAW, CHAMBERLAIN & Co., American and English Stores, Macao, and specially selected Cigars.—MOORE, EVEN, FRICKEL & Co.
American Newspapers and cheap Reprints, &c., choice Tobacco and Cigars.—MOORE'S VARIETY STORE, 42, Queen's Road.
Watches, Jewellery, Charts, Binoculars, Optical Instruments, Mordan's Pencil-cases, &c.—JOHN NOBLE, agent for Negretti & Zambra.
Guns, Rifles, Pistols, Ammunition, and Sportsman's Requisites of all descriptions.—Wm. SCHMIDT & Co., Gun-makers, Eastern House of Beaconsfield Arcade.

Chair and Boat Hire.

LEGALISED TARIFF OF FARES FOR CHAIRS, CHAIR BOATS, AND BOATS, IN THE COLONY OF HONGKONG.

Chairs and Ordinary Palanquin Boats.
Half hour, ... 10 cts. Hour, ... 20 cts.
Three hours, ... 50 cts. Six hours, ... 70 cts.
Day (from 6 to 9), One Dollar.

To VICTORIA PEAK.

Single Trip.
Four Coolies, ... \$1.00
Three Coolies, ... 0.85
Two Coolies, ... 0.70

Return (direct or by Pok-foo-lum).
Four Coolies, ... \$1.50
Three Coolies, ... 1.20
Two Coolies, ... 1.00

To VICTORIA GAZ (TO LEVEL OF UMBRELLA SEAT).

Single Trip.
Four Coolies, ... \$0.60
Three Coolies, ... 0.50
Two Coolies, ... 0.40

Return (direct or by Pok-foo-lum).
Four Coolies, ... \$1.00
Three Coolies, ... 0.85
Two Coolies, ... 0.70

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above the three hours, each Coolie will be entitled to an additional payment of 5 cents.
Day Trip (Peak) ... \$0.75 each Coolie.
(12 hours) Gap, ... \$0.60 each Coolie.

Licensed Bearers (each).

Hour, ... 10 cents.
Half day, ... 35 cents.
Day, ... 50 cents.

BOAT AND COOLIE HIRE.

1st Class Cargo Boat of 8 or 900
planks, per Day, ... \$9.00

1st Class Cargo Boat of 8 or 900
planks, per Load, ... 2.00

2nd Class Cargo Boat of 600
planks, per Load, ... 2.50

3rd Class Cargo Boat of 600
planks, per Load, ... 1.75

3rd Class Cargo Boat of 600
planks, per Day, ... 1.50

3rd Class Cargo Boat of 600
planks, per Load, ... 1.00

3rd Class Cargo Boat of 600
planks, per Day, ... 80

or Palanquin Boats, per Day, ... \$1.50

Nothing in this Scale prevents private agreements.

FREIGHT COOLIES.

Scale of Hire for Freight Coolies.
One Day, ... 25 cents.
Half Day, ... 15 cents.
One Hour, ... 10 cents.
Half Hour, ... 5 cents.
Nothing in the above Scale to affect private agreements.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the Harbour C. Shipping midway between each shore are marked D., in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
Section.
5. From P. and O. Co.'s Office to Pedder's Wharf.
6. From Pedder's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Anchor.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
America	2 h	Mooney	Brit. str.	560	April 9	Riley & Co.	Saloon Shanghai	18th, daylight
Amoy	5 h	Drowes	Brit. str.	814	Apr 16	Stiemssen & Co.		
Breconshire	5 c	Sturrock	Brit. str.	1241	April 8	Adamson, Bell & Co.		
Conquest	5 h	Hamlin	Brit. str.	317	April 10	Jardine, Matheson & Co.	Hoihow & Halphong	at daylight
Crusader	4 c	Rowan	Brit. str.	647	April 8	Geo. R. Stevens & Co.	Australian Ports	To-morrow
Fame	5 h	Stepani	Brit. str.	117	B.K. & W'pon Dock Co.	Tug Flying
Fokien	5 h	S. Ashton	Brit. str.	513	April 15	Douglas Laprak & Co.		
Galley of Lorne	5 c	Dryden	Brit. str.	1889	April 14	Gibb, Livingston & Co.		
Glenearn	2 c	Gason	Brit. str.	1460	April 15	Jardine, Matheson & Co.		
Glenlyon	2 c	Wallace	Brit. str.	1374	April 11	Jardine, Matheson & Co.		
Glenroy	5 c	Donaldson	Brit. str.	1411	April 10	Jardine, Matheson & Co.	S'apore and Penang	20th inst.
Lombardy	5 c	Hall	Brit. str.	1728	April 16	P. & O. S. N. Co.	Europe, &c.	To-morrow
Loudon Castle	7 c	Marshall	Brit. str.	1015	April 15	Adamson, Bell & Co.	Shanghai	20th, daylight
Lydia	2 h	Paulsen	Ger. str.	1170	April 11	Stiemssen & Co.		
Malacca	5 c	Seston	Brit. str.	1044	April 14	P. & O. S. N. Co.	Yokohama	19th inst.
Namoa	5 h	Woolby	Brit. str.	862	April 14	Douglas Laprak & Co.	Coast Ports	18th, daylight
Norna	2 h	Love	Brit. str.	606	May 31	Kwok Achseng		
Pacific	4 c	Sachse	Ger. str.	69	Mar. 26	Stiemssen & Co.		
Rajanattianunbar	3 h	Hopkins	Brit. str.	933	April 6	Yuen Fat Hong	Bangkok	To-morrow
Sea Gull	8 h	Haydon	Amer. str.	48	Mar. 24	China Traders' Insurance Co.		
Sumida Maru	5 c	Hobinet	Japan. str.	826	April 12	Mitsui Bishi M. S. S. Co.	Yokohama via Kobe	at daylight
Thales	5 c	Peters	Brit. str.	820	Dec. 26	Jardine, Matheson & Co.		K'loon Dock
Tunis	3 c	Irvine	Brit. str.	886	April 9	Jardine, Matheson & Co.	Bangkok	at daylight